

Leadplane Training Lesson Plan

High and Low Recons

06-02-N9065-HO

Objective:

To familiarize the student with the high and low recons (Phase 1).

To develop the student's proficiency with the high and low recons (Phase 2).

Content:

The high-level recon is done prior to low level flight to analyze terrain for potential approach and exit paths and to detect hazards. A quick size up can be done and any strategies or tactics can start to be developed. Once the operations area is known, the leadplane pilot will fly a 360-degree pattern to observe the fall of terrain, potential flight patterns, and any hazards in the operations area.

Consider the following items:

- Analyze terrain for downhill exit.
- Look for hazards such as wires, towers, other aircraft, etc.
- Determine a quick fire size up and suppression strategy.
- Determine flight patterns to meet the strategy.
- Analyze winds, turbulence, and any other weather.

Once a high-level recon is complete and the pilot has a preliminary plan for flight paths and has identified and mitigated any hazards, a low-level recon can be done. The leadplane must obtain a low-level clearance prior to descending. A low-level recon is done to check for physical and environmental hazards while flying the approach and exit paths. The pilot will also use this time to identify heading, altitude, and target identification features.

Consider the following items:

- Confirm terrain for downhill exit.
- Continue to scan for hazards.
- Continue to analyze the flight environment with the tanker's performance and possible reduced performance in mind.
- Consider downhill terrain in the operations area as compared to terrain further away from the operations area. Terrain on the drop maybe downhill only to fly towards higher terrain for the exit.

Completion Standards:

The lesson is complete when the student can demonstrate the high and low recons in a training environment for Phase 1 and in a fire environment for Phase 2. Items will be completed or considered and briefed to the evaluator prior to low level flight and after low level flight with minimal deficiencies noted. Safety will never be in question and the recon will be accomplished without the reliance on the evaluator.